

7-1-03 to 9-30-03

STATEWIDE

COMMERCIAL

4th QUARTER & FFY 03 YEAR-END REPORT

*Nevada Highway Patrol*

Colonel David Hosmer

Overview

The report documents highlights for the 4th Federal Fiscal Quarter beginning 7/01/03 and ending 9/30/03 as well as a year-end summary of Federal Fiscal Year 2003. The goal is to provide a comprehensive report of all commercial MCSAP and Statewide enforcement activity.

The SafeStat concept of reporting was introduced January 1, 2003. All data provided prior to this data can be located in the Statewide Crash Data Summaries, Commercial Goal Achievement Stats, and SAFETYNET 2000 Crash Summary Report. All data is reported on a Federal Fiscal Year.

During Federal Fiscal Year 2003, the Nevada Highway Patrol Commercial Section increased MCSAP inspection activities by 41% as compared to Federal Fiscal Year 2002. The 41% increase in inspection activity was completed with a 29% statewide vacancy rate in sworn commercial personnel. This increase in activity was consistent with the overall operations of the Nevada Highway Patrol Division. Through weekly and monthly safestat reporting, officer productivity and accountability was significantly increased and it is believed that this had a direct effect on the decrease in commercial motor vehicle accidents statewide. The State of Nevada experienced a 5% reduction in commercial vehicle accidents and a 52% reduction in the severity of accidents as compared to Federal Fiscal Year 2002.

The Commercial Section also increased hazardous moving violation enforcement by 39%. This effort combined with the increased in inspection activity increased compliance with the motor carrier industry and decreased overall accidents statewide.

Content:

Crash Analysis

MCSAP Activity

Staffing

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CRASH ANALYSIS AND OVERVIEW Federal Fiscal Year

(Comparison federal fiscal 4th quarter 2003 to 4th quarter 2002 and year to date federal fiscal year comparison)

	Federal Fiscal 4 th Quarter 2003		Federal Fiscal 4 th Quarter 2002	% Change		FFY 03 Year end total	FFY 02 Year end total
Statewide Crashes							
Total Crashes	4,575		4,105	11%		16,959	15,951
Property Crashes [including commercial]	3,164		2,804	13%		11,739	11,132
Injury Crashes [including commercial]	1,372		1,248	10%		5,058	4,644
Fatal Crashes [including commercial]	39		53	-26%		162	175
Commercial Crashes							
Total number of crashes	306		224	37%		578	602
Total number of crashes SC	214		172	24%			
Total number of crashes NC	28		12	133%			
Total number of crashes CC	64		40	60%			
Total number of property crashes	234		149	57%		294	280
Total number of property crashes SC	171		119	44%			
Total number of property crashes NC	23		7	229%			
Total number of property crashes CC	40		23	74%			
Total number of injury crashes	65		69	-6%		262	276
Total number of injury crashes SC	41		47	-13%			
Total number of injury crashes NC	4		5	-20%			
Total number of injury crashes CC	20		17	18%			
Total number of fatal crashes	7		6	17%		22	46
Total number of fatal crashes SC	2		6	-67%			
Total number of fatal crashes NC	1		0	100%			
Total number of fatal crashes CC	4		0	400%			

July 1, 2002 the NHP decentralized and created a Northern, Central, & Southern Command. Each Region began the process of collecting crash data using different criteria for Commercial Crashes than what had been gathered by the SAFETYNET 2000 report. In order to compare Federal Fiscal Year 2002 to Federal Fiscal Year 2003 using comparable crash data, the highlighted data reflects the SAFETYNET 2000 Crash Characteristics Summary Report.

Percentage of fatal crashes to total crashes

14%

Percentage of commercial vehicle crashes to total crashes

3.4%

All data prior to Jan. 03 was obtained from REGIONAL 2001/2002 statewide crash data summaries, wherein Commercial crashes were INCLUDED, but NOT SEPARATED OUT.

MCSAP ENFORCEMENT ACTIVITY

	FFY03 4 th Quarter	FFY02 4 th Quarter	% Change	FFY03 Year To Date	FFY03 MCSAP Commercial Goals	% Goal Achievement
Total Inspections (1,2, & 3) Statewide	4,834	3,552	36%	17,561	14,000	125%
Total Inspections SC	1,571	1,198	31%	6,776	5,040	134%
Total Inspections NC	1,297	1,255	3%	4,967	4,760	104%
Total Inspections CC	1,966	1,009	95%	5,818	4,200	139%
Total Level 1 Inspections (Statewide)	1,164	658	77%	5,136	4,200	122%
Total Level 1 Inspections SC	421	282	49%	2,068	1,512	137%
Total Level 1 Inspections NC	366	166	120%	1,438	1,428	101%
Total Level 1 Inspections CC	377	210	80%	1,630	1,260	129%
Total Level 2 & 3 Inspections (Statewide)	3,670	2,804	31%	12,425	9,800	127%
Total Level 2 & 3 Inspections SC	1,150	916	20%	4,708	3,528	133%
Total Level 2 & 3 Inspections NC	931	1,089	-15%	3,529	3,332	106%
Total Level 2 & 3 Inspections CC	1,589	799	99%	4188	2,940	142%
Total Safety Citations (Statewide)	2,547	2,247	13%	N/A	N/A	N/A
Total Safety Repair (Statewide)	12,192	11,896	2%	N/A	N/A	N/A
Total Vehicle Out of Service (Statewide)	808	596	36%	N/A	N/A	N/A
Total Driver Out of Service (Statewide)	317	249	27%	N/A	N/A	N/A
Total Check Sites (Statewide)	75	48	56%	296	260	114%
Total Check Sites SC	24	6	300%	104	101	103%
Total Check Sites NC	17	15	13%	68	89	76%
Total Check Sites CC	34	27	26%	124	70	177%
*Total Compliance Reviews (Statewide)	15	8	88%	51	18	283%
*Total Compliance Reviews SC	2	4	-50%	9	6	150%
*Total Compliance Reviews NC	7	3	133%	31	6	517%
*Total Compliance Reviews CC	6	1	500%	11	6	183%
*Total CVSPP Contacts (Statewide)	134	N/A	N/A	536	N/A	N/A
*Total CVSPP Contacts SC	120	N/A	N/A	346	N/A	N/A
*Total CVSPP Contacts NC	14	N/A	N/A	183	N/A	N/A
* Total CVSPP Contacts CC	0	N/A	N/A	7	N/A	N/A

Federal Fiscal Year MCSAP Activity/Goal Comparison

The table below compares actual commercial totals for FFY03 to FFY02 as well as FFY03 to FFY02 goal increases. All data prior to January/03 was obtained from the Regional 02 Goal Achievement forms. All goals are set at a Statewide level and divided between the Regions by Actual Manpower available at the beginning of the Federal Fiscal year. *It should be noted that Inspection goals were again increased by 43% (20,000) for FFY04.

	FFY03 Year to date		FFY02 Year to date	% increase		FFY03 Commercial Goals		FFY02 Commercial Goals	% increase
Total Inspections (1,2, & 3) Statewide	17,561		12,435	41%		14,000		11,041	27%
Total Inspections SC	6,776		5,373	71%		5,040		4,559	11%
Total Inspections NC	4,967		3,885	28%		4,760		3,484	37%
Total Inspections CC	5,818		3,177	83%		4,200		2,698	56%
Total Level 1 Inspections (Statewide)	5,136		3,558	44%		4,200		2,840	49%
Total Level 1 Inspections SC	2,068		1,792	15%		1,512		1,278	18%
Total Level 1 Inspections NC	1,438		950	51%		1,428		880	62%
Total Level 1 Inspections CC	1,630		816	100%		1,260		682	85%
Total Level 2 & 3 Inspections (Statewide)	12,425		8,877	40%		9,800		8,400	17%
Total Level 2 & 3 Inspections SC	4,708		3,581	31%		3,528		3,780	-7%
Total Level 2 & 3 Inspections NC	3,529		2,935	20%		3,332		2,604	28%
Total Level 2 & 3 Inspections CC	4,188		2,361	77%		2,940		2,016	46%
Total Check Sites (Statewide)	296		230	29%		260		210	24%
Total Check Sites SC	104		70	49%		101		70	44%
Total Check Sites NC	68		73	-7%		89		70	27%
Total Check Sites CC	124		87	43%		70		70	0%
Total Compliance Reviews (Statewide)	51		24	113%		18		15	20%
Total Compliance Reviews SC	9		9	0%		6		9	-33%
Total Compliance Reviews NC	31		12	158%		6		3	100%
Total Compliance Reviews CC	11		3	267%		6		3	100%
Total CVSPP Contacts (Statewide)	536					Note**		Note**	
Total CVSPP Contacts SC	346					Note**		Note**	
Total CVSPP Contacts NC	183					Note**		Note**	
Total CVSPP Contacts CC	7					Note**		Note**	

Note** The goal of the CVSPP was to contact all judicial courts, a numerical goal has not been set

Timeliness Reporting

Nevada improved the inspection upload time from 31 days to 17 days during FFY 2003. The Nevada upload time is 3 days above the national average. However, Nevada's upload time for Commercial Crashes during FFY 2003 was below the national average.

Timeliness Uploads	10/01/02-9/30/03 Nevada	FFY 2002 Nevada	10/01/02-9/30/03 Nationally	FFY 2002 Nationally
Inspection Reports	17	31	14	36
Crash Entry	41	162	82	141

MCSAP STATEWIDE PROGRAMS

Commercial Vehicle Safety Partnership Program (CVSPP) ***Prepared by CVSPP Coordinator Acting Lieutenant Ed Harney:***

During this quarter, the CVSPP meeting was held in Las Vegas on July 30, 2003. The next meeting is scheduled for December 2003 in Reno.

Trooper Earl Coy of the Elko region stepped down as the outreach officer. He will be replaced in the near future. During this quarter, no one in this command met with any courts.

The other regions reported that they held 29 meeting with various local judges and courts.

Southern Command

- There was one CVSPP visit at each of the following courts: Boulder City Justice, Laughlin Justice, Goodsprings Justice, Mesquite Justice, Moape Township Justice, Pahrump Justice, Pioche Justice, and Searchlight Justice. There were two visits at each of the following courts: Henderson Justice, Las Vegas Justice, Northern Las Vegas Justice and Alamo Justice.

Northern Command

- There was one CVSPP visit at each of the following courts: Austin Justice, Dayton Justice, Hawthorne Justice and Wadsworth Justice. There were two visits at Lovelock Justice and three visits to Sparks Justice and Verdi Justice.
- CVSPP meetings continue to be productive with each court that requests various types of information regarding our commercial enforcement program. Some of the topics reviewed during this quarter with the courts included the following: the new bail schedule, problems with CDL's and DUI's, unified bail schedule and our weight enforcement program. Again, several

Commercial Vehicle Safety Partnership Program (CVSPP) cont.

courts wanted more information on our check-site activities. A judge requested to attend one of our check site operations in order to get a better idea of what violations are discovered and why.

Central Command

- They have appointed Bill Raferty to be their area CVSPP representative to begin the FFY 2004 1st quarter.

The No-Zone program is still in effect and the CVSPP trooper will continue to assist in this endeavor.

The Las Vegas and Reno CVSPP troopers along with the Las Vegas Lieutenant and the CVSPP coordinator met during this quarter in Las Vegas. The main topic of this meeting was the dyed fuel enforcement program and our methods of enforcing permit violations.

Trooper Ken Roll held several meetings with various courts in an effort to assist them in developing new bail schedules. Trooper Roll also gave power point presentations to the courts on disqualification of Commercial Drivers.

The CVSPP program has proven itself as a success. The Division will continue to keep the lines of communication open between the courts and enforcement.

NATIONAL CORE PROGRAM UPDATES:

Public Awareness

The No-Zone paid radio announcement was ran during the entire month of August and October. Ogilvy Public Relations provided all Nevada Radio/Television Stations with a media package that contained: crash statistics, a prepared PSA video and a CD containing the radio clips.

The following News Channels ran free coverage addressing the No-Zone:

- News 4 at 6
8/5 KRNV-TV (NBC) RENO 6-6:30 PM 00:45
- NEWS 3 NIGHTSIDE
8/5 KVBC-TV (NBC) LAS VEGAS 11-11:35 PM 00:55
- NEWS 4 TODAY
8/6 KRNV-TV (NBC) RENO 5:30-7 AM 00:48
- NEWS 3 SUNRISE
8/6 KVBC-TV (NBC) LAS VEGAS 6-7 AM 00:54
- NEWS CHANNEL 8 AT 11 PM
8/8 KOLO-TV (ABC) RENO 11-11:35 PM 01:36
- NEWS CHANNEL 8 MORNING EDITION
8/11 KOLO-TV (ABC) RENO 5:30-7 AM 01:55

For a copy of the actual news clips, please contact Public Information Officer Kim Evans (775) 684-4554

Other Campaign elements include more than 40 trucks traveling throughout Nevada will display campaign decals on their back panels alerting drivers to No-Zones.

PARTICIPATING TRUCKING COMPANIES

BENDER WAREHOUSE, INC.

350 Parr Circle
Reno, NV 89512

CONWAY WESTERN EXPRESS

4201 Frehner Rd.
N. Las Vegas, NV 89030

MATHESON FAST FREIGHT, INC

100 Glen Carron Circle
Sparks, NV 895431

MOTOR CARGO

845 W. Center St.
N. Salt Lake City, UT 84504

OAK HARBOR FRIEGHT LINES, INC.

8960 Terabyte Way
Reno, NV 89521

PENSKE LOGISTICS

7610 Wilber Way
Sacramento, CA 95826

ROADWAY EXPRESS, INC.

1355 Spice Island
Sparks, NV 89431

USF FEDDAWAY

1555 Kleppe Lane
Sparks, NV 89431

YELLOW TRANSPORTATION

1875 Industrial Way
Sparks, NV 89431

In November, Ogilvy Public Relations will air a No-Zone Spanish version radio on various stations for 4 weeks. In addition, Ogilvy Productions is preparing for the upcoming Motortrend event in Las Vegas.

MCSAP BUDGET**Prepared By Michelle Hamilton****FFY03 Year End Budget Status from January 01, 2003 through September 30, 2003, includes the \$159,183 FFY02 Grant Rollover:**

LINE ITEM	CATEGORY	01/01/03-6/30/03	CVSP FFY03 BUDGET	REMAINING BALANCE	% REMAINING
5000	Salaries	\$222,930.25	\$351,040.00	\$128,109.75	36%
(2) 5810/9157	Strike Force/SCARE	\$21,517.43	\$100,000.00	\$78,482.57	78%
(2) 5810/9157	(1) 72 Hour Road Check	\$8,108.00	\$8,108.00	\$0.00	0%
(3) 6000-7000	Training/Travel	\$67,333.39	\$60,403.00	(\$6,930.39)	-11%
7020-7039	Operating	\$12,005.05	\$19,000.00	\$6,994.95	37%
7040-7049	Printing & Copying	\$751.25	\$2,000.00	\$1,248.75	62%
7050-7059	Insurance	\$1,024.59	\$1,200.00	\$175.41	15%
7060-7089	Contract Services	\$75,264.02	\$219,030.00	\$143,765.98	66%
7090-7099	Equipment Repair	\$0.00	\$500.00	\$500.00	100%
7100-7129	Rents/Advertising	\$12,695.33	\$18,400.00	\$5,704.67	31%
7130-7159	Vehicle Operation	\$1,137.59	\$24,000.00	\$22,862.41	95%
7210-7229	PSNET Support	\$0.00	\$39,906.00	\$39,906.00	100%
7230-7279	Minor Building Improve.	\$0.00	\$500.00	\$500.00	100%
7280-7289	Postage	\$1,152.36	\$57,200.00	\$56,047.64	98%
7290-7299	Communications	\$30,929.93	\$45,000.00	\$14,070.07	31%
7300-7319	Registration	\$1,147.50	\$37,000.00	\$35,852.50	97%
7320-7379	Reference Manuals	\$2,827.97	\$6,000.00	\$3,172.03	53%
7380-7429	Purchasing Cost Allocation	\$3,755.00	\$9,748.00	\$5,993.00	62%
7430-8400	Equipment	\$9,076.08	\$196,161.00	\$187,084.92	95%
(4) 9159	State/Inter-agency Allocation	\$5,852.00	\$81,621.00	\$75,769.00	93%
Total		\$477,507.54	\$1,276,817.00	(1)\$799,309.46	62.6%

NOTE: \$799,309.46 is the remaining grant balance available as of the end of September 2003. the FFY04 grant was not re-authorized by Oct. 1, 2003, and the 03 grant year has been extended to December 31, 2003. this funding will be used. If reauthorization is not approved, the 03 grant will need to be extended further. Any funding left after that period will become eligible for roll over into the 04 Grant year.

Budget Narrative

The Commercial Vehicle Safety Plan for 2004 has been approved, however the funding and reauthorization of the Motor Carrier Safety Assistance Program has not been approved on a Federal Level. Therefore, the Nevada Highway Patrol must continue to use the existing grant to fund their new Commercial Vehicle Safety Plan. Once funding operations have been approved on a Federal Level, we will close out the 2003 grant and carry forward funding for any 03 projects that have not been completed and reconcile the 2004 line item expenses that had to be paid by the old budget. Overall there appears to be adequate 2003 grant money to cover our operations until approval is granted.

- (1) There is a large grant surplus due to several factors:
 - The grant was not approved until 4/04/03, therefore all expenditures other than salaries, communications, and per diem for inspection activity were suspended.
 - NHP elected to rollover the remaining \$159,183 from FFY02 grant to FFY03.
 - Through late September we had two grant funded positions vacant. We have filled one of the vacancies with Scott Orvis for technical support, but the other position is still vacant.
- (2) Some of the Strike Force/72 Hour Road check expenses were charged to General Ledger 9157 because they were expensed after the close of State Fiscal Year 03. This is for accounting purposes only. To make it less confusing, the overtime costs were combined together.
- (3) Consistent with earlier comments, this line item cost is running over because we are paying for airline tickets for travel that was approved in 2004.
- (4) The Division of Administration has recalculated the Intra-Agency Cost Allocation to better reflect the services they provide each agency since the Department of Public Safety split from the Department of Motor Vehicles. They have presented their new proposal to the Federal Motor Carrier Safety Administration (FMCSA). This proposal will still require Interim Finance Approval prior to submission to Federal Department of Justice for certification. FMCSA has accepted the Nevada Highway Patrol's letter of intent to certify the Intra-Agency Cost Allocation plan. This was finished October 1, 2003 the beginning of the 1st Federal Quarter. We will be vouchering these costs retroactively back to January 1, 2003 in October's progress voucher. These costs will be reflected in the 1st Quarter's Report.

MCSAP COMMAND / SAFESTAT SUMMARIES

***The following data is based on Regional SafeStat Reports**

Southern Command Summaries:

July/03 - Southern Command commercial operations continued to increase their activity in many areas, when compared to July '02. Some notable areas are a 241% increase in hazardous moving violations, a 25.6% increase in total safety violations, and an 8% increase in other traffic violations, citations and arrests. We continue to see a decrease in the overall number of commercial vehicle involved crashes as compared to July 02. We had a 1.2% decrease in commercial crashes in the month of July '03 as compared to July '02. One of the commercial crashes was fatal. Southern Command will continue to focus on hazardous commercial moving violations and out of service violations.

July staffing for Commercial Enforcement was reduced by 1 from 14 to 13 commissioned troopers and sergeants, and 4 CVSI's. Trooper Lattin was promoted to sergeant and assigned to Traffic Operations.

The enforcement ratios per commercial position have improved significantly in most areas. Hazardous moving citations increased from 3.9 violations to 7.6 violations per position. Total safety inspections are up from 30.5 to 35.9 per commercial trooper.

The Commercial Enforcement Section of the Southern Command increased their overall safety inspections to 611 as compared to 518 from June. Out of these inspections, 172 were Level 1 inspections. The level of hazardous moving violation enforcement increased from 51 citations in June, to 99 in July.

Total commercial vehicle crashes decreased slightly from 54 for the month of June, to 51 for the month of July. Of those 51 crashes, 41 were property damage, 9 were injury, and 1 was fatal. The driver of the commercial vehicle was killed and at fault in the fatal crash.

The American Trucking Association wrote to thank Lieutenant Tice for his strong support at the "Share the Road" event.

August/03 – Southern Command commercial operations continue to increase their activity in many areas, when compared to August 02. Some notable areas are a 353.8% increase in hazardous moving violations, an 89.3% increase in total safety violation citations, and 35% increase in total safety inspections. There was a dramatic increase in the overall number of commercial vehicle involved crashes. We had an 82.2% increase in commercial crashes in the month of August 03 as compared to August 02. Part of the reason for the increase in commercial involved crashes is that we have gotten better at accurately tracking commercial crashes. None of the commercial crashes in August 03 were fatal and there was a 17.6% decrease in injury crashes. Commercial crashes were 8.3% of the total crashes handled by Southern Command. Southern Command will continue to focus on hazardous commercial moving violations and out of service violations.

August staffing for Commercial enforcement remained unchanged at 16 commissioned troopers and sergeants, and four CVSI's.

Currently, three commercial troopers are temporarily assigned to traffic operations; two to Urban-Las Vegas and one to Rural-Laughlin District. One Commercial Trooper is permanently assigned to the Glendale District. Of the twenty six authorized commercial positions, (12) three Sergeants and nine Troopers are currently assigned to Las Vegas Commercial Operations.

The ratios for Commercial Enforcement per Commercial position have decreased due to the increase in leave and significant increase in training. Hazardous citations decreased from 7.6 to 3.7 per position. Total safety inspections are down from 35.9 to 20.1 per commercial trooper.

Level 1 inspections and the weighing of interstate vehicles occurs primarily at check sites. Currently, day shift commercial has 3 troopers assigned and swing shift has 5 troopers assigned. The contributions of 3 troopers to traffic operations, combined with the increase in training and leave, have significantly reduced our opportunities to conduct check sites.

The Commercial enforcement section of the Southern Command decreased their overall safety inspections from 609 to 399 as compared to July. 120 of those inspections were Level 1 inspections. The levels of hazardous moving violation enforcement decreased from 99 for July, to 59 totals for the month of August.

Total Commercial vehicle crashes increased slightly from 57 for the month of July (corrected), to 82 for the month of August. Of those 82 crashes, 68 were property damage, 14 were injury, and 0 were fatal. Fifty-nine percent of the crashes involving commercial vehicles showed the commercial vehicle as V1. The 48 crashes that showed the commercial vehicle as V1 also showed the driver being at fault 62% of the time.

September/03– Southern Command Commercial Operations continues to increase their activity in many areas compared to September 2002. Some notable areas are a 180% increase in hazardous moving violations, 56.6% increase in total safety inspections, a 58.6% increase in trucks weighed, and a 85% increase in total overweight citations. There was an 8.7% increase in the overall number of commercial vehicle involved crashes. We had 75 total commercial crashes in the month of September 2003 as compared to 69 commercial vehicle crashes in September 2002. One of the commercial crashes in September 2003 was fatal and there were 17 injury crashes. Commercial crashes were 7.4% of the total crashes handled by Southern Command. Southern Command will continue to focus our enforcement efforts on hazardous commercial moving violations and out of service violations.

September staffing for Commercial Enforcement remained unchanged at 16 commissioned troopers and sergeants, and four CVSI's.

Currently, staffing distribution remains unchanged from August. Three commercial troopers are temporarily assigned to traffic operations; two to Urban-Las Vegas and one to Rural-Laughlin District. One Commercial trooper is permanently assigned to the Glendale District. Of the 26 authorized commercial positions, 12 (three sergeants and nine troopers) are currently assigned to Las Vegas Commercial Operations.

On September 4, 2003 the Southern Command Commercial Enforcement personnel participated in Operation Air Brake 2003. The Sloan check site was opened for both Day shift, and Swing shift. Fifty nine level IV inspections were accomplished. From those 59 , five vehicles were placed out of service.

The ratios for Commercial enforcement per Commercial position have increased. Hazardous citations decreased from 3.7 to 3.5 per position. Total safety inspections are up from 20.1 to 30.3 per commercial trooper.

Commercial specific activity increased over the previous month in the following areas; total safety inspections increased by 51%; total safety violations - repair order, increased by 27% while out-of-service violations increased by 18%. The most significant increase in activity was due to weight enforcement. Total trucks weighed increased by 335% while total overweight citations increased by 420%. Because of the increase in total inspections, dyed fuel inspections increased by 54%. The Commercial enforcement section of the Southern Command increased their overall safety inspections from 401 to 606 as compared to August. One hundred and twenty one of those inspections were conducted as Level 1 inspections.

Total Commercial vehicle crashes decreased from 82 for the month of August, to 75 for the month of September. Of those 75 crashes, 57 were property damage, 17 were injury, and one was fatal. The fatality was the result of pedestrian error. The variation on crashes between Day shift and Swing shift is nominal with a minimal number occurring on Grave shift.

CVSA Operation Air Brake - On September 4, 2003, Channel 3 and the Las Vegas Sun gave full coverage of Operation Air Brake.

Commercial Safety Rodeo at the Orleans Hotel – September 20, 2003, Recruiting, Commercial safety and other traffic laws were discussed (5,000 citizens).

Northern Command Summaries:

July/03 – Commercial enforcement activity continued to yield positive results in the face of staff shortages as well. Commercial enforcement units are on track to achieve the Northern Command share of the federal enforcement goals by the end of the federal fiscal year in October. These goals are being met despite a staff position shortfall of 27.3%. Commercial enforcement Troopers have continued to show increases in the enforcement of overweight trucks, dyed fuel enforcement, and in total commercial vehicles placed out of service for safety violations.

The Commercial Section of Northern Command met all of the Federal Goals established by the CVSP (Commercial Vehicle Safety Plan) with the exception of Level 2/3 inspection. We still maintained the annual percentage of Level 2/3 inspections needed. This was due to extra effort placed on Level one inspections. During the month of June we exceeded the Level one inspection goal by 19%. 119 Level one inspections are required and we completed 142. Overall for the federal fiscal year, we are on track in every inspection goal category exceeding 83%.

Check site Operations :

Due to continued vacancies in the Northern Command we did not schedule 16 check sites. However, we were able to complete 6. The Commercial section is divided into two squads that are scheduled to complete 2 check sites each week. With the additional loss of manpower, the 6 completed check sites were accomplished by combining members from both squads to have a minimum staffing needed to complete this task.

We continue to carry a large vacancy in the commercial section. We had only 68.4% of our manpower available to work. Our vacancies were as follows:

- 1-Sergeant assigned in Headquarters.
- 1- Trooper vacancy
- 1- Trooper assigned to Headquarters
- 1- Trooper assigned to the M.C.I.
- 2- Trooper on extended sick leave

We had an additional loss in work hours of 39.5%. This drastic change was in the categories of annual leave and sick leave. In addition to being the summer season when annual leave is normally high, we had a Trooper who was reassigned out the Governors Detail but was authorized annual leave for the entire month of July. The paid overtime of 52.25 hours does not reflect that 30 of the paid overtime hours were paid by a MCSAP (Motor Carrier Safety Administration Program) federal grant.

Our overall available work hours in the month of July showed a decrease of 27.3%.

August/03 – The Commercial Section of Northern Command met all of the Federal Goals established by the CVSP, (Commercial Vehicle Safety Plan) with the exception of Level 1 inspections. We still maintained the annual percentage of Level 1 inspections needed and as we enter the final month of the Federal Fiscal Year. We will be required to inspect 14 less than the required monthly goal in order to be at 100% of the yearly goal. We currently are at 92.65% of our Level 1 inspections. Also, as we enter this final month we are at 95.08% of our Level 2/3 inspections. We are still on track and will have no problem in meeting our goals as outlined in the CVSP.

Check sites:

Due to the continued efforts of our commercial Troopers, we were able to cut back on our check site activities in order to boost our Level 2/3-inspection activity. We scheduled 7 check sites and were able to complete 6 of them. The commercial section still operates in 2 squads but with the continued loss of manpower, the 6 completed check sites were accomplished by combining the 2 squads into 1 squad enabling them to have a minimum staffing level needed to complete this task.

We continue to carry a large vacancy in the commercial section and we are operating at 68.4% of our allotted manpower. Our vacancies continue to be the following;

- 1 - Sergeant assigned to Headquarters
- 1 - Trooper assigned to Headquarters
- 1 - Trooper assigned to the M.C.I. Team
- 1 - Trooper on extended sick leave
- 1 - Trooper Vacancy

At the beginning of the month we were authorized one (1) transfer from traffic to commercial which enabled us to fill the one (1) vacancy we were carrying. And although this does fill our only vacancy it will take several months to train him and several more months to get him certified in commercial enforcement. We experienced a 19.7% decrease in the amount of lost work hours compared to July.

Projects / Action Plans

We have six, (6) troopers that still require some training and they have now been scheduled.

Sept/03 - Troopers assigned to Commercial Enforcement duties achieved impressive increases in the number of inspections performed as well as the total safety violations identified. These efforts contribute to the low level of total crashes that involve commercial vehicles (1.6%).

This month's commercial vehicle crashes returned to recently reported averages after a peak last month but remain higher than last year.

Our "total safety inspections" are up this month by 44.7%. Our Level 1 safety inspections were up by 63.9% and our Level 2&3 safety inspections were up by 87.6%. Two new commercial troopers were reassigned from the traffic operations. We were able to remain within our monthly State and Federal goals at the end of the month. Both the Federal and State goals were met with the exception of check sites, which were slightly reduced.

During the second half of the month, our troopers began working secondary roadways. The types of vehicles that utilize secondary roadways are less likely to be far enough out of town to be inspected at one of the area check sites.

The Commercial Section continues to carry a large vacancy/re-assignment rate and we are operating at 68.4% of our allotted manpower. Our vacancies and re-assignments continue to be the following;

- 1 - Sergeant assigned to Headquarters
- 1 - Trooper assigned to Headquarters
- 1 - Trooper assigned to the M.C.I. Team
- 2 - Trooper on extended sick leave

At the beginning of the month we were authorized one (1) transfer from traffic to commercial which enabled us to fill the one (1) vacancy. And although this does fill our only vacancy it will take several months to train him and several more months to get him certified in commercial enforcement. We experienced a 36.5% decrease in the amount of lost work hours compared to August.

The Commercial Section Ratios increased in most categories of primary importance to Federal and State goals. The areas are: Total safety inspections, safety violations, school buses inspected, trucks weighed, overweight citations and dyed fuel inspections.

Central Command Summaries:

July/03 – The Commercial Enforcement Section showed increases in the total number of Commercial vehicle inspections by over 3% as compared to June.

Commercial vehicle crashes decreased by over 20% as compared to June. With only 13.2% of the overall crashes total involving commercial vehicles, there has been a substantial decrease over the last 6 months where the percentages were upwards of 25%.

Commercial personnel increased inspections of commercial vehicles by over 3%. There was an average increase of 4 inspections per trooper as compared to June.

Trooper Larry Reynolds retired. He was assigned to Commercial Operations, working the majority of his career in Battle Mountain and Winnemucca.

August/03 – Commercial vehicle crashes increased by 46% when compared to July. Although 3 commercial vehicles were involved in fatal crashes, only one was the fault of the commercial vehicle driver and this was a single vehicle accident. Commercial vehicles were involved in 17.3% of the total crashes. This is below the 24% that occurred during the beginning of the calendar year. Districts have taken note of this trend and have already increased emphasis of the enforcement of violations committed by commercial vehicles and their drivers.

There was an increase in the number of commercial vehicles inspected by over 8%. The inspections resulted in a decrease of vehicles placed out of service by 6%, but resulted in an increase of the number of drivers placed out of service by over 17%. Driver violations are a larger factor in the cause of commercial vehicle accidents than vehicle condition and equipment.

September/03 – Commercial Enforcement field activity showed notable changes. The total number of other traffic violations-citations/arrests category increased by 130.8% or 17 total other traffic violations and the total drivers placed "Out of Service" category increased by 29.4% or 10 total drivers placed "Out of Service." This effort was in response to a greater emphasis being placed upon the driver as driver violations directly relate to accident causing violations when the commercial vehicle driver is at fault.

Commercial vehicles involved in crashes increased by 5 from August. Commercial vehicles were involved in 24.5% of the total accidents. Due to the rural nature of the Central Command, commercial vehicles involved in crashes traditionally represent a larger percentage than other commands. The 24.5% is the similar high percentage that was seen during the beginning of this calendar year. Continuing efforts to reduce this percentage are being directed toward violations committed by commercial vehicle drivers. Only one commercial vehicle was involved in a fatal crash and the driver of the CMV was not at fault.

Commercial personnel performed an average of 3 fewer inspections as compared to August. This resulted in an average of 2 fewer violations located and recorded.

MOBILE COMMAND CENTER USE (MCC):

According to a memo from Sgt. Harvey Weatherford-

Southern Command held 8 check site inspections that the MCC was available for. Of the 8 held, enough manpower to justify bringing the MCC to the check site was 3. The MCC was on contract to Southern Command Traffic August 18 through the 22nd, and was damaged during that event. The MCC was not repaired and returned to duty until the end of September.

According to Northern Command MCC diaries and Sergeant Griswold-

The Reno MCC was down for repairs all of July. For the month of August it was used: twice for Road blocks, twice for the State Fair, and once for a Hazmat Truck Fire emergency. For the month of September, emphasis was meeting State size & weight goals, therefore the MCC was used three times for road blocks. Sergeant Griswold also reported that the MCMIS uploading is down while PSNET worked on the server. He further stated that the PrePass trailer is back and they have used the MCC 6 times for the month of October.

According to an e-mail from Lt. Gary Johnson-

Central Command did not use the MCC at all during the 4th Quarter. They are now using it on all Road trips.

* Colonel Hosmer issued a directive to all Region Commanders on July 30, 2003 stating that the MCC will be used during commercial check site operations.

STAFFING (STATEWIDE)

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	Sept 03		Sept 03		Sept 03	
Commercial [Tpr. & Sgt.]	61		46		71%	
Southern Command	26		16		62%	
Northern Command	19		17		90%	
Central Command	16		13		81%	
Commercial CVSI	10		9		90%	
Southern Command	5		4		80%	
Northern Command	3		3		100%	
Central Command	2		2		100%	
OVERTIME	Hours used				Total Hours Available	% Used
Strike Force Hours	1,288				1,554	83%
SCARE Hours	571				1,036	55%
Total overtime hours	1,859				2,590	73%

Breakdown of Commercial Personnel, all personnel unless otherwise noted are paid using state funds.

NAME**POSITION****HEADQUARTERS:**

Bainter, William
 Johnson, Carl
 Hamilton, Michelle
 Orvis, Scott
 Shaw, Terry
 Gould, Linda

Lieutenant
 Sergeant
 Analyst (MCSAP)
 Network (MCSAP)
 PAII (MCSAP)
 PAII (MCSAP)

NORTHERN COMMAND:

Peterson, Jim (Temp. Traffic)	Lieutenant
Griswold, Steven	Sergeant
Harney, Ed	Acting Lieutenant
Sherven, John	Trooper
Marsteller, Michael	Trooper
Bowers, Jeff	Trooper
Brown, Wes	Trooper
Lund, Wayne	Trooper
Gamburg, Michael	Trooper
Sherven, Janay (extended sick)	Trooper
Brooks, Tom	Trooper
McGrath, Lori (extended sick)	Trooper
Roberson, Opi	Trooper
Lommel, John	CVSI
Lewis, Leiland	CVSI
Redican, Thomas	CVSI

CENTRAL COMMAND:

Johnson, Gary	Lieutenant
Masterson, Wes	Sergeant
Baughman, Roy Jr.	Sergeant
McAllister, Mark	Trooper
Raftery, Bill	Trooper
Coy, Earl	Trooper
Jackson, Randall	Trooper
Timm, Michael	Trooper
Edwards, George	Trooper
Rowley, Randy	Trooper
Ray, Robert	Trooper
Privett, Leon	Trooper
Salopek, Jenny	Trooper
Whitfield, John	Trooper
Jameson, Mike	CVSI
Mawson, Dan	CVSI

SOUTHERN COMMAND:

Tice, Kevin	Lieutenant
Weatherford, Harvey	Sergeant
Smith, Joe	Sergeant
Wick, Wayne	Sergeant
Bell, James	Trooper
Brannum, James	Trooper
McKenna, Michael	Trooper
Roll, Kenneth	Trooper
Mercer, James (ext. injury)	Trooper
Snow, Jeff	Trooper
Beringer, Scott	Trooper
Villas, Felix (TDY Traffic)	Trooper
Bell, Santo	Trooper
Martini, John (TDY Traffic)	Trooper
Bennett, Dan (TDY Traffic)	Trooper
Timms, Reggie	Trooper
Ferrara, Ronald	Trooper
Estin, Ronnie	CVSI
Foster, Gary	CVSI
Everhart, Williams	CVSI
Vacant	CVSI (MCSAP)
Heimback, Frank	CVSI (MCSAP)
Mendoza, Rosalia	PAII (MCSAP)

Lattin, Ed - was promoted to a Traffic Sergeant and will no longer be included in this report

STATE ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in the previous federal fiscal year, versus commercial goals if applicable]

	FFY03 4th Quarter 2003		FFY02 4th Quarter 2002	Year To Date		FFY03 Commercial Goals	% Goal Achievement
Hazardous Moving Violations (Statewide)	361		260	*DNA		N/A	
Other Traffic Violations (Statewide)	697		734	*DNA		N/A	
School Buses (Statewide)	1214		1068	4674		N/A	
School Buses SC	696		808	2421		N/A	
School Buses NC	499		253	1899		N/A	
School Buses CC	19		7	354		N/A	
School Buses Out of Service (Statewide)	153		162	*DNA		N/A	
Trucks Weighed (Statewide)	2681		2876	8147		6,800	119%
Trucks Weighed SC	551		555	3628		2,453	148%
Trucks Weighed NC	776		711	2448		2,394	102%
Trucks Weighed CC	1354		1610	2071		1,953	106%
Time Weighing Trucks Secondary (Statewide)	2580		3713	9552		8,072	118%
Time Weighing Trucks Secondary SC	1109		1247	4245		3,120	136%
Time Weighing Trucks Secondary NC	767		1156	2791		2,712	103%
Time Weighing Trucks Secondary CC	704		1310	2516		2,240	112
Overweight Citations (Statewide)	261		311	*DNA		N/A	
Dyed Fuel Inspections (Statewide)	4581		737	*DNA		N/A	
Dyed Fuel Inspections SC	1660		367	*DNA		N/A	
Dyed Fuel Inspections NC	1100		67	*DNA		N/A	
Dyed Fuel Inspections CC	1821		303	*DNA		N/A	
Dyed Fuel Citations (Statewide)	14		13	*DNA		N/A	
Dyed Fuel Citations SC	3		2	*DNA		N/A	
Dyed Fuel Citations NC	8		6	*DNA		N/A	
Dyed Fuel Citations CC	3		5	*DNA		N/A	
Tow Companies (Statewide)	27		54	135		62	218
Tow Companies SC	7		23	24		24	100%
Tow Companies NC	6		17	81		23	352%
Tow Companies CC	14		14	30		15	200%

****All Boxes identified as DNA (data not available) is information that was not tracked or not available prior to January 2003.***

	FFY03 Year to date		FFY02 Year to date	% change		FFY03 Commercial goals		FFY02 Commercial Goals	% change
Trucks Weighed (Statewide)	8147		7013	16%		6,800		6303	8%
Trucks Weighed SC	3628		3181	14%		2,453		2835	-13%
Trucks Weighed NC	2448		2040	20%		2,394		1956	22%
Trucks Weighed CC	2071		1792	16%		1,953		1512	30%
Time Weighing Trucks Secondary (Statewide)	9552		7441	28%		8,072		8000	1%
Time Weighing Trucks Secondary SC	4245		2649	60%		3,120		3600	-13%
Time Weighing Trucks Secondary NC	2791		2717	3%		2,712		2480	9%
Time Weighing Trucks Secondary CC	2516		1875	34%		2,240		1920	17%
Overweight Citations (Statewide)	*DNA		*DNA						
Dyed Fuel Inspections (Statewide)	*DNA		*DNA						
Dyed Fuel Inspections SC	*DNA		*DNA						
Dyed Fuel Inspections NC	*DNA		*DNA						
Dyed Fuel Inspections CC	*DNA		*DNA						
Dyed Fuel Citations (Statewide)	*DNA		*DNA						
Dyed Fuel Citations SC	*DNA		*DNA						
Dyed Fuel Citations NC	*DNA		*DNA						
Dyed Fuel Citations CC	*DNA		*DNA						
Tow Companies (Statewide)	135		*DNA			62			
Tow Companies SC	24		*DNA			24			
Tow Companies NC	81		*DNA			23			
Tow Companies CC	30		*DNA			15			

****All Boxes identified as DNA (data not available) is information that was not tracked or not available prior to January 2003. The Nevada Highway Patrol does not set citation goals; the ratio of inspections to citations is used as an indicator of compliance.***

STATE SAFESTAT SUMMARIES BY REGION

The following data is based on regional SafeStat reports as it applies to commercial statewide goals & activities.

Southern Command Summaries:

July/03 – The Commercial Enforcement Section maintained its commitment to assisting Traffic Operations by temporarily assigning two troopers to assist with workload. Trooper John Martini remains temporarily assigned to Traffic Operations awaiting permanent transfer. Trooper Bennett replaced Sergeant Lattin in a temporary assignment to Traffic Operations.

July/03 – The enforcement ratios per commercial position have improved significantly in most areas. Total vehicles weighed are up from 17.0 to 18.1. Dyed fuel inspections are up from 40.3 to 48.1, and dyed fuel citations remained at 0.2. Bus inspections are up significantly from 10.1 to 20.4.

August/03 – The ratios for Commercial Enforcement per Commercial position have decreased due to the increase in leave and significant increase in training. Total vehicles weighed are down from 18.1 to 3.7. Dyed fuel inspections are down from 48.1 to 25.4, and dyed fuel citations decreased from 0.2 to 0.1.

September/03 - The ratios for Commercial enforcement per Commercial position have increased. Total vehicles weighed are up from 3.7 to 16.1. Dyed fuel inspections are up from 25.4 to 39.3 and dyed fuel citations decreased from 0.1 to 0.0.

Northern Command Summaries:

September/03 - We inspected a total of 188 school buses this month compared to 124 school buses inspected last month. Of the 188 school buses inspected 22 were placed out-of-service, or 8.5%, which is under the region average of 12%.

This month we increased the total number of trucks weighed by 91.5% compared to last month. Of the 293 vehicles weighed, 62 or 21% were discovered to be operating overweight. Only two overweight violations were located on the interstate. The others were located on secondary highways.

Our dyed fuel enforcement program is still in effect and we discovered 3 violations this month. We continue to aggressively work the dyed fuel program along with other state and federal programs. We inspected 621 vehicles, discovering only 3 violations.

Central Command Summaries:

July/03 – . The Commercial Enforcement Section showed a substantial increase in the total trucks weighed category of 692.5% or an increase of 367 trucks weighed as compared to June.

The number of school buses dropped drastically, as only a few were inspected in July as to the majority of the Command's buses was inspected in June as required for the semi-annual inspection.

The number of vehicles weighed per person increased substantially as greater emphasis was placed upon weight enforcement and minimal effort was put forth in June. A weight enforcement plan was put into effect in July due to the lack of effort in June. Also greater emphasis on dyed fuel enforcement on secondary routes was begun in July.

August/03 – There was an increase in dyed fuel enforcement. This was a result of the plan implemented to increase enforcement and checks on secondary highways within the Command. A total of 190 hours and 110 checks were performed on secondary highways.

September/03 -. There was a 65.3% increase in the number of vehicles weighed, which resulted in a 20% increase in overweight violations.

The number of vehicles checked for dyed fuel increased by an average of almost 2 additional vehicles per person. This is a result of the enforcement plan put into effect in July. During September there were 434 hours spent on secondary roadways with 151 dyed fuel checks performed.

RATIOS – ACCIDENT AND ENFORCEMENT

INSPECTION / ENFORCEMENT RATIOS	9/03	06/03
Ratio of inspections and enforcement per Commercial position		
* Hazardous moving violations - citations	9.5:1	9:1
* Other traffic violations - citations	18.3:1	25:1
Total safety inspections [all levels]	130.6:1	108.9:1
* Total safety violations -- citation	67:1	73.6:1
Average safety violations per inspection -- citation	0.53:1	0.54:1
Total safety violations -- repair order	259:1	342:1
Average safety violations per inspection -- repair order	2.5:1	3.1:1
Total vehicles placed "Out of Service"	17.2:1	16.7:1
Average vehicles placed OOS per inspection	0.17:1	0.1:1
Total drivers placed "Out of Service"	6.75:1	9.7:1
Average drivers placed OOS per inspection	0.07:1	0.1:1
Total school buses inspected	25.8:1	23.5:1
Total school buses placed "Out of Service"	7.9:1	0.9:1
* Total trucks weighed	70.6:1	75.4:1
* Total overweight citations	6.87:1	59.2:1
* Total dyed fuel inspections	120.5:1	122:1
* Total dyed fuel citations	0.34:1	.28:1

* Commercial sworn only

SFY03 Performance Indicators	PROJECTED	ACTUALS 4th Quarter SFY03
Ratio of commercial vehicles inspected to the number placed "out of service;" Statewide	4.11 : 1	5.99:1
Ratio of commercial drivers inspected to the number placed "out of service;" Statewide	6.71 : 1	15.25:1
Ratio of number of commercial vehicles weighed to citations issued; Statewide	55.18 : 1	10.28:1
Number of school buses inspected; Statewide	2070 / yr	1214
Number of school buses inspected placed "out of service;" Statewide	----	153
Ratio of all Crashes to number of crashes involving a commercial vehicle Statewide	33.25 : 1	14.95:1

Note: The above performance indicators are from the SFY 02/03 budget.

UPCOMING EVENTS

72 HOUR CHECKSITE

Scheduled for November 13 through the 15th in Las Vegas, NV.

HOURS OF SERVICE TRAINING

Las Vegas, November 18th & 19th, 2003. Instructed by Trooper Roll & Sherven.

Reno, December 2nd & 3rd, 2003. Instructed by Trooper Roll & Sherven.

Elko, December 9th & 10th, 2003. Instructed by Trooper McAllister & Sherven.

COHMED CONFERENCE

January 11 through the 15th, 2004 in San Diego, CA. Attendees to be announced.

COMMANDERS MEETING

Scheduled for January 13 & 14th, 2004 in Laughlin, NV

Nevada Highway Patrol

555 Wright Way
Carson City, Nevada
89711

PHONE:
(775) 687-5300

Colonel David Hosmer
Chief, Nevada Highway Patrol
Department of Public Safety

Report Preparation and file location,

Michelle Hamilton
Grant Analyst
Nevada Highway Patrol

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